

V. Public Involvement

Overview

Since the passage of the Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the emphasis on public involvement in transportation has increased. Although public participation has been an element of long range transportation planning in the past, these regulations call for a much more proactive approach. The NCDOT Transportation Planning Branch has a long history of making public involvement a key element in the development of any long range transportation plan; no matter the size of the city and/or planning area. This chapter is designed to provide an overview of the public involvement elements implemented into the development of the comprehensive transportation plan for the planning area.

Study Initiation

The Locust Transportation Plan update study was requested on September 26, 2000, by way of an official letter from the City of Locust. In this letter, the City outlined some specific needs and concerns related to the 1985 Thoroughfare Plan. The Transportation Planning Branch met with the City on January 16, 2002, to identify the primary transportation concerns and to define the scope of the study. After noting the proximity of the Town of Stanfield to the City of Locust, it was determined that perhaps the study should also include the Town of Stanfield. The Transportation Planning Branch met with the Town of Stanfield on October 24, 2002, to identify the primary transportation concerns and to determine if Stanfield would like to be included in the comprehensive transportation plan study.

Public Meetings

One public meeting was held during the development of the Locust and Stanfield Transportation Plan on December 5, 2002.

Public Hearings

February 5, 2004

A public hearing was held in the Locust City Hall as part of the City Council meeting. The purpose of this meeting was to discuss the findings from the study including deficiencies, improvements, and recommendations, and to solicit public input. Comments received included the following:

- There was concern with the boulevard recommendation for NC 200. However, several council members and a citizen spoke in favor of this recommendation because of the aesthetic value of this type of facility and because it would deter strip development.
- There was concern that the sight distance on Browns Hill Road needs to be improved.



- There was concern about perceived needs such as a signal at Meadow Creek Church Road and NC 24/27 and the widening of NC 200 to three lanes for the interim timeframe.

May 6, 2004

A public hearing was held in the Stanfield Town Hall as part of the Town Council meeting. The purpose of this meeting was to discuss the findings from the study including deficiencies, improvements, recommendations, and the railroad findings, and to solicit their input on the recommendations. There were no comments received at the public hearing.

